

The least we in the Congress can do, Mr. Chairman, is to go on record in support of our working men and women in the vitally important transportation industries of our country. We can and should affirm that none of the funds made available in this appropriations bill shall be used in a manner that undercuts the hard won rights of American workers that are reflected in the National Labor Relations Act and other important federal labor laws.

I urge all members to support my amendment.

Mr. KING of Iowa. Mr. Chairman, I rise in opposition to this amendment.

The Acting CHAIRMAN. The gentleman from Iowa is recognized for 5 minutes.

Mr. KING of Iowa. Mr. Chairman, as I reflect on what the Labor Relations Act of 1935 means, it says specifically in the act that there will be no discrimination with regard to hire or tenure of employment or any term or condition of employment by membership in any labor organization, et cetera, and essentially says, by my recollection, that no one shall be coerced into joining a union, nor shall they be discouraged from joining a union.

It's a balanced labor relations act that's there, but the statement that was made by the gentlelady from Texas said it provides for a report for projects on federally funded projects. I don't know where that might exist in the statute.

Mr. Chairman, I yield to the gentlelady from Texas for a question. I noticed in your remarks your amendment provides for a report for union workers on federally funded projects. I don't recognize where that might be in the 1935 act, and I am wondering, since I don't see it in your amendment, what the basis of that might be.

Ms. JACKSON-LEE of Texas. I think you might have misheard me. I think I indicated that in the past amendment I asked for a report from the FAA.

My concern here is simply a statement of affirmation that federally funded projects protect the workers that are on those projects and protect those who may be associated with the union. I don't believe that we asked for a study.

Mr. KING of Iowa. Reclaiming my time, I thank the gentlelady from Texas. I did happen to write that quote down verbatim, I am confident.

We have a lot of debate here on the floor. Some of us offered more than one amendment. I would simply thank the gentlelady for that statement.

I, for myself, we have the law on the books, and this law is a neutral law. It's not one that promotes union labor, and it's not one that promotes non-union labor. It's one that promotes the freedom and the discretion of the employee to make that decision.

It does allow for union members to approach workers on the job. That's a protection that's in there, but it also allows the freedom for those workers to make the decision as to whether they would want to collectively bargain or not based upon a vote within that workforce.

Mr. Chairman, may I inquire how much time I have remaining.

The Acting CHAIRMAN. The gentleman from Iowa has 2 minutes remaining.

Mr. KING of Iowa. Mr. Chairman, I reserve the balance of my time.

Mr. OLVER. Mr. Chairman, I move to strike the last word.

The Acting CHAIRMAN. The gentleman from Massachusetts is recognized for 5 minutes.

Mr. OLVER. I yield such time as is needed by the gentlewoman to finish the explanation of her amendment.

Ms. JACKSON-LEE of Texas. I am grateful that the gentleman from Iowa raised the question, if you would, because I do want to reinforce what the amendment says.

The amendment specifically says, with respect to workers on federally funded transportation projects. So your sensitivity is clarified by the amendment.

As I indicated in my remarks, I am affirming all workers, labor and union and nonunion. It is a generic term. I want to make sure that we treat workers on federally funded projects fairly and balanced, and that they are not diminished if they are on federally funded projects. We have many individuals who work after the project is finished, and I want to make sure that they are protected as well, union and nonunion.

The amendment is simply a straightforward affirmation of the protection of workers on federally funded transportation projects.

With that in mind, I would ask my colleagues to affirm the importance of protecting workers on federally funded transportation projects, under section A of the National Labor Relations Act of 1935.

With that, I would ask my colleagues to support this amendment. I thank the gentleman for yielding to me. I would hope that my colleagues would see this as an affirming amendment of all American workers.

Mr. OLVER. Mr. Chairman, I yield back the balance of my time.

Mr. KING of Iowa. Mr. Chairman, I want to thank the gentlelady from Texas for that clarification. I listened carefully to the presentation, and the clarification comes now that it is union and nonunion workers protected equally alike, on balance, between union and merit shop employees.

The advocacy here is for current law. Now, as we have made this clarification into this record, I appreciate that.

Mr. Chairman, I withdraw my opposition to the amendment and congratulate the gentlelady from Texas. I appreciate her patience.

The Acting CHAIRMAN. The question is on the amendment offered by the gentlewoman from Texas (Ms. JACKSON-LEE).

The amendment was agreed to.

□ 2130

AMENDMENTS EN BLOC OFFERED BY MS. JACKSON-LEE OF TEXAS

Ms. JACKSON-LEE of Texas. Mr. Chairman, I have two amendments

that I would like to subsequently withdraw. I would like them taken en bloc.

The Acting CHAIRMAN. Without objection, the amendments will be considered en bloc.

There was no objection.

The Acting CHAIRMAN. Without objection, the Clerk will report the amendments.

There was no objection.

The Clerk read as follows:

Amendments en bloc offered by Ms. JACKSON-LEE of Texas:

At the end of the bill before the short title, insert the following:

SEC. \_\_\_\_\_. None of the funds made available in this Act may be used to prohibit transportation workers from having walkie talkies, two-way radios, or any other handheld communication device.

At the end of the bill (before the short title), insert the following:

SEC. \_\_\_\_\_. None of the funds made available under this Act may be used to limit the use of any available technology in the development of modular or manufactured temporary disaster housing.

Mr. OLVER. Mr. Chairman, I reserve a point of order on the en bloc amendments.

The Acting CHAIRMAN. The gentleman from Massachusetts reserves a point of order.

The Chair recognizes the gentlewoman from Texas.

Ms. JACKSON-LEE of Texas. It is my intent to withdraw both of these amendments, and I will just briefly describe my intent to continue to work with authorizers on these two very vital points.

We have firsthand experience with the tragedy of Hurricanes Katrina and Rita, and many of the constituents in my congressional district are alumni of trailers, the same trailers that have proved to be dangerous and unhelpful and useless. I hope that we will continue to work with the relevant agencies to look at alternative technology for housing so that in our future disasters, we can be able to work effectively. There has been effective legislation moving on this issue, and I know that the many constituents that are impacted by poor housing will welcome this Congress continuing to work on that particular issue.

I move quickly to the question of security and safety on the question of transportation workers who drive a number of transportation vehicles throughout America. In many instances, in my own hometown of Houston, these very transportation workers, particularly bus drivers, do not have the necessary safety equipment such as walkie-talkies, such as two-way radios, such as other handheld communication devices. I will look forward to working with the appropriate committees to address the question of these particular workers who are begging for relief. A recent tragedy in Houston with an assault on a bus driver brought this particular issue to a head. We look forward to working with the various committee Chairs on trying to bring some